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11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
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Hongkong, 1st April, 1909. [1545]

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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, MAY 4TH, 1911.

ONE of the latest messages from the Captain of the steamer *Asia*, who returned from Shanghai in a tug-boat to the scene of the wreck after the passengers and their luggage as well as the mails had been taken to Shanghai, states that "everything has been looted," and that "the vessel has been gutted by fire—probably by fishermen." In the old days of the sailing ship, when the China coast was not charted as it is to-day, and wrecks were consequently far more numerous than now, there was ample justification for regarding fishermen and pirates as "practically synonymous" terms, and when the Powers negotiated their first Treaties with China this question of the looting of wrecked ships formed the subject of negotiation, resulting in the inclusion of Articles in all the Treaties whereby China undertook in the event of a wreck to take immediate steps to render assistance to the crew, and take measures for the salvage of the ship and the preservation of her cargo. It is interesting therefore to consider what is the Chinese Government's responsibility for the looting which has taken place on the *Asia*. None of the accounts to hand suggest that any measures whatever were taken by the local Chinese authorities to preserve the property on the

ship from plunder by the piratical fishermen. We may take the Treaty with France as expressing in the most direct terms the obligations imposed on the Chinese authorities in the case of a wrecked vessel. Section 4 of Article 30 of the Treaty of 1858 reads: "If a vessel be wrecked on the coast of China, the nearest Chinese authority, on being informed of the occurrence, shall immediately send assistance to the crew, provide for their present necessities, and take the measures immediately necessary for the salvage of the ship and the preservation of the cargo. The whole [of the circumstances] shall then be brought to the knowledge of the nearest Consul or Consular Agent, in order that the latter, in concert with the competent authority, may provide means for the relief of the crew and salvage of the *bris* of the ship and cargo." The Chinese authorities having jurisdiction in the territory adjacent to Finger Rock, would seem to have done none of these things, the result of this neglect being that the ship has been "looted of everything." The fire was probably accidental, for we may safely conclude that the pirates would not *try* to burn anything that could be removed from the ship. However, it seems clear that property worth many thousands of dollars has been looted from the steamer, because the Chinese authorities neglected to provide that security which the Treaty was intended to guarantee. In all probability the authorities of the district were entirely ignorant of these obligations, and they either did not have the power or the necessary sympathy to afford that prompt protection which in all civilised countries would have been the first thought of the local officials. The duty of the authorities does not end, however, with efforts to prevent plunder. According to the Treaty with the United States if a ship be plundered by robbers or pirates, "then the Chinese local authorities, civil and military, on receiving information thereof, shall arrest the said robbers or pirates and punish them according to law, and shall cause all the property which can be recovered to be restored to the owners, or placed in the hands of the Consul." It would be interesting to learn how that duty has been discharged in the present instance, and we trust that the British Consul-General at Shanghai, in whose jurisdiction this part of the coast is included, will insist in the strongest possible manner upon the due fulfilment of these obligations on the part of the Chinese Authorities, for though the *Asia* was chartered by an American Company, she was a British ship, flying the British flag and manned largely by British officers.

The death is announced at Nagasaki of Dr. R. I. Bowie, who has been practising his profession in that port since 1897.

The Deutsche-Asiatische Bank opened a branch at Canton on Saturday on the ground floor of Messrs. Arnold, Karberg & Co's premises.

Another fatal (Chinese) case of plague occurred on the ground floor of No. 8, Jubilee Street, yesterday. This brings the total number of cases to date to 23.

Captain Simson, Private Secretary to H. E. the Governor, who went up to Amoy last week on H.M.S. *Monckton*, returned to Hongkong yesterday after the *Hainan*.

Two men attempted an armed robbery at 311, Queen's Road Central on Tuesday, but the inmates raised the alarm and blew a police whistle, and the men ran off.

Mr. Mars, the American aviator, is still giving aviation displays in Japan, and Mr. Curtis, another well-known American aviator, is expected in Japan at the end of the present month.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Dairy Farm Co., Ltd. \$100

The police have been informed of a highway robbery which took place at a village between Pingshan and Taipo on Tuesday morning. Three men held up a woman and robbed her of \$47 in money, afterwards escaping into Chinese territory.

A stabbing affray took place at Sui Wan Ho market on Tuesday. A quarrel arose among stallholders and the caretaker of the market lifted a butcher's stool and prodded one of the men on the ribs with it, inflicting a wound which necessitated his removal to the hospital.

Chief Detective Inspector J. W. Hanson, who was recently the recipient of the King's Medal, is retiring on pension. Mr. Hanson has been in poor health of late, and, acting under medical advice he leaves for Home by the next English mail. His departure will mean a material loss to the police force of the Colony, and his colleagues will regret the departure of one who is generally esteemed.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.][REUTER'S SERVICE TO THE "HONGKONG  
DAILY PRESS".]

## PERSIAN AFFAIRS.

LONDON, May 3rd.

A Teheran telegram states that the

Mejliess has passed the Bank loan after prolonged and vehement discussion.

It is understood that negotiations are in progress between Russia and Persia for the construction of a railway from Julfa to Tabriz.

GERMAN ANTARCTIC  
EXPEDITION.

LONDON, May 3rd.

The German Antarctic Expedition sails from Hamburg to-day on board the specially equipped barque "Deutschland," and proceeds first to Buenos Ayres.

THE SITUATION IN  
MOROCCO.

LONDON, May 3rd.

A Tangier message states that the news that the French column had left Casablanca and Rabat for Fez has excited the Ghars tribes, who are proclaiming Jihad as ruler.

## THE VETO OF THE LORDS.

LONDON, May 3rd.

In the House of Commons the committee of the whole House by 299 to 195 votes adopted the second principal clause of the Veto Bill, which provides that bills other than money bills, if passed in three successive sessions by the House of Commons, shall become law without the consent of the House of Lords on the Royal assent being given.

## LATER.

Clauses 3, 4, 5 and 6 of the Veto Bill have been passed by the House of Commons.

THE INTERNATIONAL LOAN FOR  
MANCHURIA.

## JAPANESE INDIGNATION IN MANCHURIA.

The *Tokyo Asahi* has received a long telegram from Mr. Nakajima, at Mukden, who, stating that he represents the Japanese civilian residents in Manchuria, expresses their uncontrollable indignation at the notorious incapacity of the Tokyo foreign authorities, which has led to the consummation of the Four Powers' loan to China. The gist of the message is that the first gap has been made to allow of the entry and interference of the Powers with Japan's administration in Manchuria, and that what is bound to follow is the repurchase by China, aided by the Powers, of the South Manchurian Railway, which will lead to the wholesale evacuation of Japanese from Manchuria. This is the next greatest humiliation to the return of the Liangtung Peninsula. The telegram concludes with the remark that the whole Japanese population in Manchuria are indignant at the disgraceful incapacity of Tokyo foreign authorities.

## CHINESE PORK.

In the House Commons on the 10th ult., Mr. Fell (Great Yarmouth, Opp.) asked the President of the Local Government Board if he had evidence that the immense shipments of Chinese pork now being made to this country all come from the Yangtze Kiang Valley, as reported by the Consul at Shanghai, as he had evidence that there was no plague or pestilence prevailing in or near any of the districts from which the pork now comes; and if he had received any recent reports from the Consul on the subject.

Mr. Burns (Battersea)—According to the information which I have received, the pigs are obtained from that part of the Yangtze Valley from which most of the pigs have hitherto been derived. No plague has been reported from this part of China during the present epidemic. The most recent Consular report is, I think, that which was presented in August last.

Mr. Fell asked whether, having regard to the fact that this pork came from China and that plague was raging there, he would get a further report from the Consul.

Mr. Burns—I am willing to consider that question, but we are hopeful of sending one of the Local Government Board doctors who are at present in China to the place where the pigs are bred and where this pork is prepared.

An hon. member asked whether there was not foot-and-mouth disease in this district.

Mr. Burns—Not to my knowledge. (Laughs.)

The P. & O. S. N. Co.'s str. *Nore* arrived at London on the 2nd instant a.m.

The P. & O. S. N. Co.'s str. *Latou*, which left here on 5th ult. at noon, has arrived at Genoa, on the 2nd inst., at 7 a.m.

## SUPREME COURT.

Wednesday, May 3rd.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT  
(CHIEF JUSTICE).

## CLAIM FOR AN INJUNCTION.

Frederick Reischmann, proprietor of the Grand Hotel, May Uchimura, proprietress of the Station Hotel, Kowloon, was a claim by the plaintiff for damages for the breach of a covenant made by the defendant with the plaintiff on November 18th, 1909, whereby defendant covenanted that she would not at any time thereafter either by herself, or in connection with any other person or persons, carry on the trade or business of an innkeeper, publican or restaurant keeper within the Colony of Hongkong. Plaintiff also moved for an injunction to restrain the defendant from carrying on the business of the Station Hotel at Kowloon.

Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the plaintiff, and defendant was represented by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist).

Mr. Potter—in opening the case for the plaintiff, said that on November 18th, 1909, the defendant, who was then proprietress of the Grand Hotel, assigned all her interests in that hotel to the plaintiff. The hotel has since been renamed the Grand Hotel. Plaintiff paid to the defendant the very substantial sum of \$30,000 for the goodwill of the business. In addition to that sum he paid out \$6,000 more for furniture, fittings, wines, etc. So that in all plaintiff paid the very substantial sum of \$36,000 to the defendant for her interest in this hotel.

Mr. Pollock—I am not prepared to admit this \$36,000. I know nothing about it. (To Mr. Potter)—Do you suggest that this \$36,000 was paid to us?

Mr. Potter—There is no evidence of it.

Mr. Pollock—On the face of the assignment the consideration is the sum of \$30,000. His Lordship—Then we will take it at \$30,000.

Mr. Pollock, continuing, referred his Lordship to the covenant in the assignment which restrained the defendant from trading. That was made on November 18th, 1909. About eight or nine months after that date it would be found that it was clear that the defendant was taking part in establishing another hotel, called the Station Hotel, at Kowloon, which was opened on March 1st, this year. The object of this covenant—he did not think it would be suggested that it was an unreasonable one—was to prevent the defendant, who was well-known in Hongkong, from starting an opposition hotel or custom, and damages cannot bring it back again.

His Lordship—This action could be tried with a month.

Mr. Pollock—If it can, why not help us for the month?

Mr. Pollock—We are prepared to try it as soon as my friend likes.

His Lordship—I cannot try it next week, but I can try it after the Assizes.

Mr. Pollock—We are prepared to show that the defendant has done nothing against the covenant.

His Lordship—You can have a day directly after the Assizes.

Mr. Pollock—It may be possible that we shall apply for a jury.

Mr. Pollock—I could not consent to a jury, because it is purely a question of law. My learned friend is going to argue it, apparently, as a matter of sentiment, but it is a question of law, and very dry law.

Mr. Pollock—The law is—

His Lordship—We are not discussing the law. I will consider the question of a jury when application is made. The interim injunction will be refused, the question of costs reserved, and the hearing of the action fixed on a date after the Assizes.

Mr. Potter—Your Lordship will grant an interim injunction unless you come to the conclusion that the plaintiff's remedy is really in damages. In a case like this I submit that it is not. Damages are not essential to this action at all. The plaintiff is entitled to this injunction restraining the defendant, if in fact she has broken her covenant. Defendant says she is not the owner of the hotel, but an employee. Other submission we are entitled to an interim injunction.

His Lordship—if I grant an interim injunction on that ground I can only do it because I believe your view of the case. I think the Court has to avoid expressing any opinion which would prejudice the action when it comes on.

Mr. Potter—in every case in which an interim injunction is granted the Court must assume that the plaintiff has made out a *prima facie* case.

His Lordship—I think not. The principle of an interim injunction is this: assuming the plaintiff's claim is perfectly justified and it is probable, he will get judgment, yet he will not be entitled to an interim injunction merely on that ground. An interim injunction is to prevent irreparable damage being suffered.

Mr. Pollock—if, in fact, this woman has injured our trade, that is damage, and we are entitled to recover pecuniary damages.

And the damage will be irreparable, because it means that until this action comes on for trial the defendant can take our customers away from us.

His Lordship—an interim injunction is a special remedy to prevent damages occurring which cannot be set right until you come to action.

Mr. Potter—Just so, and this is just the very case in which damages cannot set the matter right, because the defendant will have taken our custom, and damages cannot bring it back again.

His Lordship—This action could be tried with a month.

Mr. Pollock—if it can, why not help us for the month?

Mr. Pollock—We are prepared to try it as soon as my friend likes.

His Lordship—I cannot try it next week, but I can try it after the Assizes.

Mr. Pollock—We are prepared to show that the defendant has done nothing against the covenant.

His Lordship—You can have a day directly after the Assizes.

Mr. Pollock—It may be possible that we shall apply for a jury.

Mr. Pollock—I could

## THE CANTON REVOLUTIONARY RISING.

(FROM OUR CANTON CORRESPONDENT.)

May 2nd  
Yesterday was a day of alarm, although so far as this City was concerned, the result was nil. Early in the morning it was reported that there had been great fighting in Fatshan (only 10 miles from here), and that the town was partly burned down. I learn from a man working in the Military Bureau that the Fatshan rising has been put down, but at the cost of at least 150 Imperial troops, who were killed in the conflict. As far as can be seen the revolution is spreading in the country districts, where the officials not being so well prepared, rebels have been more successful than in Canton.

At about 1 p.m. yesterday the sound of firing was heard on the Bund, and soldiers were seen running and making arrests. There was great excitement; the shopkeepers on the Bund at once shut up and barred their shops, while the stall-keepers packed up their wares, and fled the frightened rabbits. The excitement soon died down, and then it was found that the excitement was caused by some persons who had broken past a barrier. A little while after this firing was heard on Shu Koi (opposite Shamoun), and at once the Shamoun Guard manned the English Bridge with their guns at the ready. It was then considered that matters were serious, and a guard of bluejackets with guns and drawn bayonets were stationed at the English Bridge. A Maxim gun was then mounted on the verandah of the Standard Oil offices, thus commanding the bridge. A large number of foreigners watched these proceedings with great interest. This gun was kept on the bridge all day, but was withdrawn in the evening. The Maxim, however, was kept in position all night.

The general opinion to-day appears to be that, so far as Canton City is concerned, the rebellion is at an end. The whole affair was prematurely begun, and the authorities too well aware of what was going on for there to have ever been the least prospect of success. In regard to the country districts, this appears to be different, and although in most places the risings have been put down, yet this has not been done without great difficulty and much loss of life. It is to be supposed that in these places the rebels had a better chance, for it is not likely that the country officials would have been well informed as to their brethren in the City. Moreover, the rebels in the country seem to have been joined by robber bands, men who for the sake of plunder are ready to fight either on the Government or revolutionary side. Then, again, in the country districts the troops are not sufficiently numerous to thoroughly guard the districts, and communication, except by water, is difficult.

## FUTURE PROSPECTS OF REBELLION.

The Shanghai Times states that upon learning of the capture of the builder-founder Arundel by fishermen, Mr. E. D. H. Fraser, H. B. M. Consul-General, telegraphed at once to the Vicar of Fokien and the Governor of Chekiang urging them to put every possible effort for the release of Arundel and his conveyance to Shanghai, and at the same time Mr. Fraser made representations to these high officials of the obligation resting upon them to despatch Chinese warships without delay to Finger Rock for the protection of the wreck. Orders have, we understand, been given to the Chinese commanders to this effect and the probabilities are that one or two Chinese vessels are already on the scene. Owing to the shortness of the master on British destroyers "wires," messages cannot be sent from vessels for greater distances than about 100 miles, so that we must likely have to wait for written despatches before we learn anything with certainty regarding the fate of Arundel. The British authorities are not apprehensive on the point. They believe that if he really got safely to shore, either as a captive or a free man, he will be discovered safe and sound by the searching parties and that no difficulties will be met in obtaining his release, even though the fisher-folk may hold out for the rewards which they will probably imagine to be due to them for saving him.

## NOTES ON THE REVOLUTION.

The Viceroy has ordered the Treasurer to set aside a sum of Tls. 200,000 for present emergencies, and has made arrangements with the Tai Tsinh Bank and Bank of Communications to advance any further sum that may be wanted.

One of the features of the rising is the great number of gunners who have taken part in it, and, in consequence, it is hardly safe for a gunner to venture into the streets for fear of arrest. Several students of the Government Schools have cut their queues, and, by order of the Viceroy, these youths are to be provided with a badge to distinguish them from the rebels. It is said that out of a total of sixty-six men who have been beheaded, only twenty-eight had queues.

In a village called Po Kong on Hainan Island a large quantity of ammunition and dynamite have been discovered, and it is said that over a hundred rebels are in hiding there. The authorities are now going to thoroughly search the island and a house-to-house visitation is to be made.

Between the Nau Hoi and Shun Tuk Districts there is a village called Luk Chung, which is noted for its fair. This fair has been in progress for several days, and the day before yesterday the local revolutionaries took advantage of it to make a demonstration. They held a feast and afterwards set up a red banner as a sign of revolt. They then made a vigorous attack on the police-station, which they took by storm. The station contained a large quantity of arms and ammunition, which the rebels took. They then cut off the queues of all the captured policemen and made them rebels. News of this affair reached the ears of the authorities and two river cruisers were despatched to the disaffected area.

The Sui Wei and Tang Kwoon Magistrates also sent troops of troops to help to restore order. On seeing this army of force against them, the rebels quickly dispersed and order was restored. It is said that most of these rebels went off to Fatshan to help their fellow-conspirators there. A reward of \$100 has been offered to anyone capturing a rebel or bringing in the head of one. This notice has caused some amount of alarm, as it is feared that unscrupulous police or military will accuse or even murder innocent persons to obtain the reward. A free pardon has also been offered to those who voluntarily lay down their arms and submit to the Government.

The authorities in the North, having heard of the disturbances here, have sent the warships Hoi Sum and Hoi Yung to cruise along the coast of Kwangtung and to pay particular attention to the Wai-chow and Chin-chow coast districts.

Yesterday a detective received information that two rebels were hiding in a convent in Ching Wan Street. Some soldiers were sent to effect their arrest, but when they made their way into the building the terrified nuns reported that the rebels had compelled them to give them their garments and that they had shaved their heads, donned the cloths and made good their escape.

Only two of the city gates were allowed to be open for short intervals. At the South Gate a young girl aged about 18 and dressed in Shanghaistyle endeavoured to pass through, but had to submit to search. It was then found that she had two revolvers and several dynamite bombs in her possession. She was taken to the police office, where she answered the charges against her with the utmost boldness.

There have been some very terrible incidents in connection with this rising. A rebel had great excitement; the shopkeepers on the Bund at once shut up and barred their shops, while the stall-keepers packed up their wares, and fled the frightened rabbits. The excitement soon died down, and then it was found that the excitement was caused by some persons who had broken past a barrier. A little while after this firing was heard on Shu Koi (opposite Shamoun), and at once the Shamoun Guard manned the English Bridge with their guns at the ready.

It was then considered that matters were serious, and a guard of bluejackets with guns and drawn bayonets were stationed at the English Bridge. A Maxim gun was then mounted on the verandah of the Standard Oil offices, thus commanding the bridge. A large number of foreigners watched these proceedings with great interest. This gun was kept on the bridge all day, but was withdrawn in the evening. The Maxim, however, was kept in position all night.

## THE WRECK OF THE ASIA.

Yesterdays detective received information that two rebels were hiding in a convent in Ching Wan Street. Some soldiers were sent to effect their arrest, but when they made their way into the building the terrified nuns reported that the rebels had compelled them to give them their garments and that they had shaved their heads, donned the cloths and made good their escape.

Only two of the city gates were allowed to be open for short intervals. At the South Gate a

## SHIP BURNED AND LOOTED.

The Shanghai Agent of the Pacific Mail Co. Mr. R. C. Morton, received the following telegram from Captain Gaukroger, dated Wenchow, April 27, 10.20 a.m.—

"Everything above water gutted by fire. Probably done by fishermen. Ship listing 30 degrees to port. Submerged to No. 4 hatchway. Has been looted of everything. Salvage impossible. Ought to be abandoned. Awaiting instructions."

## A THANKSGIVING DINNER.

The passengers of the wrecked P.M. liner Asia entertained Captain Wavell and the officers of the China Navigation Co.'s steamer *Shoushing*, which brought them up to Shanghai from the scene of the disaster, at a dinner at the Astor House on Wednesday evening. All the passengers practically of the *Asia* were present, and all the officers with the exception of Captain Gaukroger, who was down at Finger Rock standing by the wreck of his lost vessel. The dining room was simply but appropriately decorated, the British and American flags entering largely in the scheme of embellishment. Mr. H. Cooper (Tientsin-Pukow Railway), who acted as toastmaster, made a felicitous speech expressing the deep appreciation of the *Asia*'s passengers of the splendid work done in their behalf by Captain Wavell and his officers, and the sympathetic kindness so generously shown the shipwrecked people on board the *Shoushing*. Mr. T. E. Healy spoke to man the same purpose, and Mr. Hill (First Officer of the *Asia*) utilised the opportunity to give expression to an eloquent tribute of admiration of the high courage and calmness exhibited by all the ladies on board the *Asia* at the time of the wreck and in all the scenes which followed that disaster. Their example had been an inspiration to the men, aiding them materially in doing their duty fearlessly and trustfully, and he was confident that the memory of the women's noble conduct would be cherished by all his shipmates, as it assuredly would be by him, as long as they lived.

Mrs. Clark, wife of Dr. Francis Clark, (Medical Officer of Health, Hongkong), on behalf of the women passengers, thanked the officers and crew of the *Asia* most sincerely for all they had done, and speeches were also made by Mr. Brown of the Pacific Mail Co., and other speakers.

Subsequently the room was cleared for a dance and the fun was kept going merrily till well past midnight.

## THE SINKING MAN.

The Shanghai Times states that upon learning of the capture of the builder-founder Arundel by fishermen, Mr. E. D. H. Fraser, H. B. M. Consul-General, telegraphed at once to the Vicar of Fokien and the Governor of Chekiang urging them to put every possible effort for the release of Arundel and his conveyance to Shanghai, and at the same time Mr. Fraser made representations to these high officials of the obligation resting upon them to despatch Chinese warships without delay to Finger Rock for the protection of the wreck.

Orders have, we understand, been given to the Chinese commanders to this effect and the probabilities are that one or two Chinese vessels

are already on the scene.

Owing to the shortness of the master on British destroyers "wires," messages cannot be sent from vessels for

greater distances than about 100 miles, so that we must likely have to wait for written

despatches before we learn anything with certainty regarding the fate of Arundel.

The British authorities are not apprehensive on the point.

They believe that if he really got safely to shore, either as a captive or a free man, he will be discovered safe and sound by the searching parties and that no difficulties will be met in obtaining his release, even though the fisher-folk may hold out for the rewards which they will probably imagine to be due to them for saving him.

## THE REVOLUTION AND THE BANKS.

The foreign Banks in Shamoun were very busy, for many rich Chinese became alarmed and deposited very large sums of money. The Banks, however, refused to accept any Canton bank-notes, but readily accepted silver. This was doubtless a wise proceeding, for if the rebels should gain the upper hand it is most likely that one of their first acts would be to repudiate the paper currency issued by the present Government.

## BATTLE PRACTICE IN THE BRITISH FLEET.

## "FORMIDABLE'S" REMARKABLE RECORD.

The result of the battle practice in His Majesty's Fleet in 1910 was issued by the Admiralty last month. With 2126 points scored by the 35 guns of its five ships the Australian Fleet is in the place of honour at the head of the list. The Atlantic Fleet Cruiser Squadron, of which the *Formidable* was the leading ship, only occupies sixth place among the seven fleet in the order of merit, with an average of 159.6 points for the 155 guns carried on her nine ships, but the individual record of the *Formidable* is immeasurably superior to that of other ships, her score being 577.3, as against 430.9 scored by her nearest attendant, the *Minotaur* of the China Fleet, which occupies third position in the order of merit.

The first ship of the Australian Fleet, the *Pyramus*, has the third best individual record with 353.2 points. The Third Division of the Home Fleet, with an average of 192.5 (the first ship, *Caravon*, scoring 306.7), was second among the Fleets; the Second Division Home Fleet and Second Cruiser Squadron, with 184.0 average (*Africa*, 3.39), fourth; the First Division Home Fleet and First Cruiser Squadron, with 179.6 (*Agamemnon* 316.5), fifth; and the Mediterranean Fleet and Sixth Cruiser Squadron, with 98.3 (*Bacchante* 191.1), seventh and last.

The average points scored by the 991 guns of the 74 ships comprising the seven fleets was 161.5. The conditions of the practice, it is stated, differed considerably from those of former years, so that no comparison can be made.

## STANDARD RATE OF EXCHANGE FOR FAR EAST.

The Financial Committee of the Reichstag, while examining the financial situation of the Protectorate of Kiao-chow, has proposed to open negotiations with China and the European Governments having trade relations with the Far East, in order to come to an agreement regarding a fixed standard for the dollar quotation in the Far East as owing to the present fluctuations in the rate of exchange, important shortcomings occur in the Budget of Kiao-chow, the salaries being paid out at the current rate of exchange. To this proposition the Government has replied that there was little likelihood of reaching an agreement, as previous negotiations with China and England had failed. The Commission states that the continual changes of the dollar rate are a standing danger to the finances of the Empire, as the expenses rise together, with the rate of exchange, but do not decrease to the same extent when the quotation falls. It is to the interest of Germany to introduce a fixed currency into China, and all efforts should be directed towards that end. —*Financial News*.

## ROYAL DUTCH PETROLEUM.

The lack of a quorum at the extraordinary meeting of the Royal Dutch Petroleum Company, held in Amsterdam, had prevented the consideration of the resolution relating to the proposed increase of 23,500,000 florins in the preference capital, and a fresh meeting was therefore convened for 7th April. According to an Amsterdam correspondent of the *Frankfurter Zeitung*, the Chairman informed those present at the meeting that the turnover had largely increased. The taking over of the Hatt Company last year required the sum of 4,000,000 florins; the Anglo-Saxon Company needed several millions of florins for its Sarawak lands, and the Batavia Petroleum Company intended to invest 3,000,000 florins in Russia. A large extension of business, it was added, had taken place in Romania and India, large sums were required for new factories, and it was expected that emission of preference shares would be effected on suitable terms.

## THE MERCANTILE BANK OF INDIA (LIMITED).

## A GRATIFYING STATEMENT.

The 18th Annual General Meeting of the shareholders of this bank was held last month at Winchester House, Old Broad-street, London, under the presidency of Mr. R. J. Black (the chairman).

The Chief Manager (Mr. James Campbell) having read the notice calling the meeting and the auditors' report.

The Chairman said:—Gentlemen,—I am sure you will share my regret at the unavoidable absence to-day of Mr. Maitland and Mr. Yule. I received a telegram from Mr. Maitland this morning from Plymouth saying he had just arrived there having been delayed by stress of weather, and I have also received a letter from Mr. Yule saying that he was unable to get back from the South of France owing to the difficulty in getting both in the train, there being a press of traffic. They both express their extreme regret at being absent from the meeting. I have no doubt, gentlemen, it is your wish that we should, as usual, take the report and accounts as read. (Hear, hear.) You have had them now in your hands for some days, and I hope they are as pleasing to you as it is gratifying to us to present so satisfactory a statement of the year's

work.

THE BALANCE-SHEET.

After careful perusal of the balance sheet it will be manifest to you that we have been able to secure a fair share of the renewed activity in Eastern trade. Our total assets and liabilities have increased by £1,099,294, a prominent feature again being an increase of £943,040 in fixed deposits and current accounts.

Bills receivable show an improvement of £691,593, and loans and advances have also increased by £653,778.

And, speaking generally, I think you will find clear and satisfactory evidence in the statements before you that not only have we been able to fully and profitably supply our increased resources, but that our business is a growing and prosperous one. (Cheers.) After providing fully for depreciation in our securities, all bad and doubtful debts, and paying a bonus to our staff, the net profit is £28,666, which compares very favourably with anything we have hitherto been able to do. To that we have to add £26,030 brought forward from 1909, making a total of £108,897, which I will now deal with. We have paid an interim dividend of 3 per cent, amounting to £16,875; we have transferred £40,000 to the reserve fund, bringing it up to the substantial figure of £323,000; we have contributed to the officers' pension fund £3,000; and we have now very great pleasure in recommending an increased dividend for the half-year of 4 per cent, making 7 per cent. for the year, as against 6 per cent., which we have paid for the last few years. After allowing for the foregoing apportionment, there remains a balance of £26,522 to carry forward to 1912, as compared with £26,030 the previous year.

A BONUS TO THE STAFF.

It is particularly gratifying to me and to my colleagues that we are able on this occasion to give practical recognition, in the shape of a bonus, of our very high appreciation of the good and loyal work done by our staff. (Cheers.) You have anticipated me, gentlemen. I intended to say that I feel confident that our action would meet with your warm approval. (Hear, hear.) I do not think there is anything else that I need trouble you with, but I shall be very pleased to answer any questions you may wish to put to me. I will now move, "That the report of the directors, with the audited statement of accounts and balance sheet at December 31, 1910, presented to this meeting, be and the same be hereby received, approved, and adopted, and that a dividend on the A and B shares of this bank at the rate of 4 per cent., free of income-tax, for the six months ending December 31, 1910, making 7 per cent. for the year, as recommended in the report, be and the same be hereby confirmed." I will ask Mr. Ryrie to second that proposition. (Cheers.)

Mr. J. M. Ryrie.—It gives me great pleasure, gentlemen, to second the resolution.

The Chairman—Gentlemen, as there does not appear to be any question to be asked, I will put it up to the meeting.

The resolution was put and carried unanimously.

The Chairman—I have now to propose, gentlemen, "That Mr. J. M. Ryrie and Mr. David Yule, the directors retiring from the board in rotation, be and the same be hereby re-elected directors of this bank."

Mr. H. Melville Simons—I have much pleasure in seconding that.

The motion was unanimously adopted.

The Chairman—I thank, gentlemen, it is for you to propose the next resolution.

Mr. J. Strachan—Mr. Chairman and gentlemen, I beg to propose, "That Messrs. Cooper Brothers & Co. and Messrs. W. A. Browne & Co. be re-appointed auditors of the bank, and that their remuneration be 150 guineas each for each audit."

Mr. J. D. Wilson—I have much pleasure in seconding that."

The motion was unanimously agreed to.

Mr. H. H. Nelson—Gentlemen, I am sure

we who wants to secure the considerable premium to which I have alluded. That is a small matter, it does not really affect the standing of the bank, because the directors and the executive

have very little to do with the share market or anything connected with it. But I think you will agree with me that the report we have received to-day and the prospects we have before us are eminently satisfactory, and I have no doubt that you will very cordially endorse the resolution which I have drafted, and which I propose putting to the meeting, namely—

"That the cordial thanks of the meeting are hereby given to the chairman, directors, and all officers of the bank for the excellent conduct of the affairs of the bank during the year ended December 31, 1910." I have very great pleasure in proposing that resolution. (Cheers.)

Mr. J. MacGauran.—I beg to second that. I cannot add anything to what Mr. Nelson has so clearly expressed to the members present. I have very great pleasure in seconding the resolution.

The vote was unanimously acceded.

The Chairman—Gentlemen, I have to thank you very much, indeed, for the flattering terms in which this resolution has been proposed, and for the very cordial and genial way in which you have received it. Personally I quite agree with Mr. Nelson has said about our staff, and long may we continue to

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## PUBLIC COMPANY

THE CHINESE ENGINEERING AND MINING CO., LTD.

## NOTICE.

A N INTERIM DIVIDEND of ONE SHILLING per Share, free of tax, on account of year ending 23rd February, 1911, has been declared by the Directors of the above Company.

COUPON NO. 16 is Payable on the 1st May, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA and the RUSSO-ASIAN BANK at Tientsin and Shanghai.

J. S. DOBIE, Agent, Hongkong, 1st May, 1911. [656]

## NEW ADVERTISEMENTS

## HONGKONG GUN CLUB.

THE ANNUAL GENERAL MEETING will be held at the Club House on SATURDAY, 13th May, 1911, at 5 P.M. G. C. MOXON, Hon. Secretary, Hongkong, 4th May, 1911. [659]

## VERORDNUNG

DE VERORDNUNG DES KAISERLICHEN KONSULATS vom 6. Februar d. J. betreffend die gesundheitspolizeiliche Kontrolle der aus Dairen, Nietschwaning, Chinwangtung, Tientsin oder Tschitsch konfunden und den hierigen Häfen ankommenden deutschen Schiff wird hiermit aufgehoben.

Die Einfuhr von Lumpen, altem Papier, alten Säcken, trockenem und feuchtem Brod und Sägen und Leichen aus den genannten Häfen bleibt auch fernher vorläufig verboten.

Vorkindel: Canton, 29. April 1911.

DER KAISERLICHE KONSUL I. V.: AL. TIGGES.

## FROM EUROPE.

## THE HANSA Steamship

"FREIENFELS," Captain Diedrichsen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on, unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Fritz" from Stettin.

Ex.s.s. "Germania" from Göteborg.

Ex.s.s. "Magazan" from Stettin.

Ex.s.s. "Hamburg" from Göteborg.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 3rd May, 1911. [667]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"NILE," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. H. HEWITT, Superintendent, Hongkong, 3rd May, 1911. [3]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

## THE Steamship

"BUELOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure & Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9 A.M.

All Claims must reach us before the 14th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents, Hongkong, 3rd May, 1911. [5]

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THE CHINESE ENGINEERING AND MINING CO., LTD.

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J. S. DOBIE, Agent, Hongkong, 1st May, 1911. [656]

## NOTICES OF FIRMS

## NOTICE.

THE Interest and Responsibility of Mr. EDMUND ELIAS HUMPHREYS in our Firm CEASED on 31st December, 1910. JOHN D. HUMPHREYS & SON, Hongkong, 29th April, 1911. [652]

THE HONGKONG IRON MINING COMPANY, LIMITED.

DURING my Absence and until further notice Mr. EDGAR BRUCE SHEPHERD has been appointed Acting Secretary. By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary, Hongkong, 29th April, 1911. [653]

THE HONGKONG LAND RECLAMATION CO., LTD.

DURING my Absence and until further notice Mr. EDGAR BRUCE SHEPHERD has been appointed Acting Secretary. By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary, Hongkong, 29th April, 1911. [654]

## NOTICE.

WE Beg to Notify that Mr. H. OISHI has been transferred to our Moji Office, and Mr. Y. SHIBUYA will take Charge of the Local Office of the Company as Manager from This Date.

MITSU BISHI GOSHI KWAISHA, Hongkong, 29th April, 1911. [650]

## FOR SALE

## FOR SALE OR TO LET.

"K ENLIS" 76A, "PEAK," SEVEN ROOMS, Large Verandahs, American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes walk from Tram, 7 minutes by Tramway. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply to T. F. HOUGH, Chairman, Hongkong General Purposes Committee, Hongkong, 21st April, 1911. [624]

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

POSTAGE STAMPS, VIEW POST CARDS, FLOWER, SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911, Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views. Inspection Invited. [544]

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

NO. 285  
EXTENSIVE WATER FRONTAGE, DEEP WATER

FRONTAGE, DEEP WATER

Apply to G. FENWICK & CO., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - \$3.  
DAILY PRESS OFFICE, Hongkong, 21st February, 1911.

4

NEW CARTRIDGES.

BY popular English Manufacturer, in all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO., Hongkong, 26th October, 1906. [608]

A LING & CO.. 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

## INTIMATIONS

G. R.  
CAUTION.

WHEN Submarines are taking in petrol at the Asiatic Petroleum Company's Wharf at Tai Kok Tsui, a Red Flag will be hoisted at the Flag Staff at pier head, also Red Flags will be placed on the Buoys to N. and W. N. W. of such pier.

No Ship, launch or other vessel shall approach this Wharf or within 250 yards of such when the Red Flags are hoisted and all traffic shall pass to the Westward of the Buoys when flying Red Flags.

C. W. BECKWITH, Commander, R.N., Harbour Master, &c. Hongkong, 28th April, 1911. [657]

## TO LET

## TO LET

TWO OFFICES on 1st Floor of Hotel Mansions. Apply to HENRY HUMPHREYS, Alexandra Building, Hongkong, 7th April, 1911. [575]

## TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office. No. 2a, D'AGUILAR STREET (Suitable for Godown, Etc.), All of which are at present occupied by VIENNA CAFE & CO., LTD. For Particulars, Etc. Apply to YEE SANG FAT, Same Address. Hongkong, 24th February, 1911. [362]

## TO LET.

GODOWN, No. 5a, DUDDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD., Hongkong, 1st May, 1911. [114]

## TO LET.

NO. 11, BEACONSFIELD ARCADE, (Shop), OFFICES on Ground and First Floor in Chater Road. Very central position. The EYRE, No. 15, Peak, newly Painted and Colour-washed.

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Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 4th April, 1911. [118]

## TO LET.

NO. 4, ORMSBY VILLAS, Kowloon. Apply to SPANISH DOMINICAN PROCURATION. Hongkong, 22nd April, 1911. [626]

## TO LET.

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9, MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.), From 1st May, 1911.

10, MOUNTAIN VIEW, Furnished. Apply to "Y. Z." Care of "Daily Press" Office, Hongkong, 4th April, 1911. [491]

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[533-4]

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PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

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AND JAPAN STATION.

## BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000  
i.h.p., Comdr. A. Lowndes, Shanghai  
Astraea, 2nd class cruiser, 4,560 tons, 10 guns,  
7,000 i.h.p., Captain E. B. Kiddie,  
Shanghai.

Atlas, admiral tug, 615 tons, 1,400 i.h.p.,  
Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p., Lieut.  
Comdr. B. G. Washington, Hongkong.

Britannia, gunboat, 910 tons, 900 i.h.p., Lieut.  
Comdr. J. M. Barker, Hongkong.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,  
f.d., Comdr. H. L. Lanes, Shanghai.

Chorub, water tank and tug, 300 tons, i.h.p. 340,  
Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400,  
Comdr. H. R. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6  
guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe,  
Shanghai.

Flora, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 i.h.p., Captain J. Nicholas,  
Shanghai.

Handy, torpedo-boat destroyer 295 tons, 6 guns,  
4,000 i.h.p., Lieut.-Comdr. Hon. Guy Stop-  
ford, Hongkong.

Hart, torpedo-boat destroyer, 295 tons 6 guns,  
4,000 i.h.p., Lt.-Comdr. Hon. Guy Stop-  
ford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,  
3,900 i.h.p., Lt.-Comdr. M. B. R. Blackwood  
Shanghai.

Kent, armoured cruiser, 9,600 tons, 14 guns,  
i.h.p. 22,000, Capt.-S. St. J. Farquhar,  
cruising.

Kinash, river gunboat, 616 tons, i.h.p. 1,200,  
Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400  
i.h.p., Comdr. B. O. M. Davy, Hongkong.

Minotaur, armoured cruiser (flagship) Vice  
Admiral Sir A. L. Winsloe, K.C.B.,  
C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000,  
Capt. G. C. Cayley, Shanghai.

Monmouth, armoured cruiser, 9,600 tons, i.h.p.  
22,000, Captain L. E. Power, M.V.O.

en route to Weihaiwei.

Moordoen, river gunboat, 180 tons, 2 guns,  
i.h.p. 800, Lieut.-Co. G. P. Leith,  
West River.

Newcastle, 2nd class cruiser, 4,00 tons, turbine,  
Captain George P. E. Hunt, D.S.O.

en route to Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 h.p.,  
Lieut.-Comdr. Claude Hilliard-Woodward,  
R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns  
6,300 i.h.p., Comdr. Lambe, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut.-Comdr. Cosmo A. O. Douglas, West  
River.

Sandpiper, river gunboat, 35 tons, 2 guns, 240  
h.p., Lieut.-Comdr. E. J. J. Southby,  
Hongkong.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,  
Lieut.-Comdr. Malcolm Murray, Yangtze.

Taku, torpedo boat destroyer, 305 tons, 6 guns,  
6,000, Gunner E. J. Trillo, R.N., Hong-  
kong.

Tamar, receiving ship, 4,650 tons, 6 guns  
Commodore Eyre, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p.,  
Lieut.-Comdr. R. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 i.h.p., Lieut.  
Comdr. M. B. Baillie-Hamilton, Shanghai.

Virago, torpedo-boat destroyer, 395 tons, 6 guns  
6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-  
Hall, Shanghai.

Waterwitch, surveying ship, 620 tons, 450 i.h.p.,  
Lieut.-Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6  
guns, 5,900 i.h.p., Lieut.-Comdr. G. B.  
Hartford, Shanghai.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p.,  
Lieut.-Comdr. M. H. Wilding, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut.-Comdr. G. F. A. Mulock, Yangtze.

Yates, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut.-Comdr. G. F. A. Mulock, Yangtze.

Zodiac, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut.-Comdr. G. F. A. Mulock, Yangtze.

AUSTRIAN

Katherina Elisabeth, Austrian protected cruiser

4,600, Fregattenkapitän Oskar Hansen,

Schwarzenberg, armoured cruiser (flagship) 8

11,420 tons, 52 guns, 26,000 h.p., Kapitän

Zur See Massen.

Taku, destroyer, 230 tons, 4 guns, and 2 torpedo

tubes, 6,000 h.p., Kommandant Kolbe

(Hans) Bertram.

Panther, third class cruiser, 1,530 tons, Er-

gattenkapitän, Theodor Skerl Ed. von

Schmidhofer.

FRENCH

Achérine, armoured gunboat, 1,830 tons, 9 guns,  
1,700 h.p., Lieut. Bertrand, Saigon

Alger, 2nd class cruiser, 4,320 tons, 22 guns  
5,100 h.p., Commander Fourrier, Hongkong

Alouette, gunboat, 500 tons, 7 guns, 400 h.p.,  
Commander Badin, Saigon

Calypso, protected cruiser, 2,428 tons, 26 guns  
4,000 h.p., Capitaine Marius Gassanov.

Puglia, proposed cruiser, 2,498 tons, 26 guns,  
7,000 h.p., Capitaine Gassanov.

UNITED STATES

Patria, gunboat, 700 tons, Captain J. Affredo

Reina, armoured cruiser, 1,800 tons, Captain  
C. Lima.

Vasco da Gama, orisiv, 3,031 tons, Captain  
Augusto Jose de Almeida.

UNITED STATES

Duplex, armoured cruiser, 7,78 tons, 26 guns,  
17,000 h.p.

Dessir, armoured cruiser, 7,57 tons, 26 guns,  
17,000 h.p.

D'Thorelli, gunboat

Estoc, gunboat, 141 tons, Reserve, Haiphong

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut.  
Combat, Saigon

Frigate, destroyer, 300 tons, 7 guns, 6,300 h.p.,  
Lieut. Audouard.

Hannibal, gunboat, 140 tons, Reserve, Saigon

Manon, gunboat, 140 tons, Reserve, Saigon

Montana, gunboat, 140 tons, Reserve, Saigon

Nautilus, gunboat, 140 tons, Reserve, Saigon

Requin, gunboat, 140 tons, Reserve, Saigon

Seal, gunboat, 140 tons, Reserve, Saigon

Shark, gunboat, 140 tons, Reserve, Saigon

Whale, gunboat, 140 tons, Reserve, Saigon

Yankee, gunboat, 140 tons, Reserve, Saigon

Zebra, gunboat, 140 tons, Reserve, Saigon

Yule, gunboat, 140 tons, Reserve, Saigon

Zulu, gunboat, 140 tons, Reserve, Saigon

Yankee, gunboat,

## THE MOSQUITO PLANT.

The following interesting letter appears in *The Times* of the 5th ult. —

Sir.—In *The Times* of April 29, 1903, under the heading "The Mosquito Plant," appeared a letter from me describing this basal plant (*Ocimum* or *Ocymum viride*) and its peculiar properties in keeping away mosquitoes.

Sir George Birdwood corroborated my opinion, and on May 2 a letter from him appeared, in which he wrote that the fact had been known from time immemorial to the Hindus of India, and that "whether the Victoria Gardens and Albert Museum were established in Bombay the men employed on those works were at first so pestered by mosquitoes and suffered so much from malarious fever that, on the recommendation of the Hindu manager, the whole boundary of the gardens was planted with holy basil and any other basil at hand, on which the plague of mosquitoes was at once abated and never altogether disappeared from among the residents' gardens," continuing that "the sita of the gardens had before been one of the worst malaria-stricken spots on the island of Bombay. No one in those days knew anything of the mosquito-malaria theory of to-day."

But, notwithstanding this corroborator from such a distinguished source, the contention that the plant possessed any such protective value was discredited by other notable men, as Sir W. T. Taitson-Dyer, Sir C. A. King-Harman, then Governor of Sierra Leone, and Dr. Prout, the principal medical officer at the time of that colony. Dr. Prout, by racking up half a dozen mosquitoes with the plant in one cage, which had a turnstile access to another cage without the plant, found that the mosquitoes remained in the last cage. This was considered conclusive proof of the plant's inefficacy.

Dr. Prout added that the publication of statements to the contrary "would be apt to do an immense amount of harm by producing a false feeling of security and by inducing people to do away with the complete protection of mosquito net in favour of the imperfect protection of a few basil plants placed round their bed."

A similar argument might be produced regarding mosquito nets and quinine. But disease of nothing was, of course, never contemplated by me for a moment.

*The Times*, however, in an article on July 27 sympathized with Dr. Prout, summing up the controversy as follows:

"The destruction of idols is often painful to those who have trusted in them; but in the present instance it is clearly for the benefit of all inhabitants of malarious countries that they should be preserved from reliance upon a proceeding which has been clearly shown to be absolutely useless."

Sir George Birdwood again, in *The Times* of July 30, kindly took my side, writing that "the real question in the present matter is the weight of Captain Larymore's practical experience in Nigeria against Dr. Prout's experimental experience—to fall into a tautology—in his laboratory at Sierra Leone," and that "with every allowance for error, my experience in the Victoria Gardens must count for more, with me at least, in favour of Captain Larymores' proposal than Dr. Prout's multitude of experiments in miniature can count against it."

Nothing further transpired. I posted the seeds to many parts of the world to interested inquirers and, personally, I have continued to sow the seed wherever I have been stationed, and the immunity from fever which both my wife and I have experienced for the last ten years in West Africa speaks for itself.

I have, however, only just been apprised of the following fact, and would ask to be allowed to record the information in justification of the opinions expressed in regard to the plant's efficacy.

The results of a preliminary investigation at the Laboratory of the Imperial Institute by Dr. Goulding, D.Sc., and Mr. Polye have been published in the *Proceedings of the Chemical Society*, and show that leaves of this plant, imported from West Africa, contain a volatile oil which possesses the same aromatic-thyme-like odour of the leaves in a concentrated degree. An analysis of this oil showed that it contained 32 per cent. of thymol, together with other aromatic substances.

Now thymol is a recognized antiseptic and most powerful germicide.

Quoting from "The Extra Pharmacopoeia" (Martindale and Westcott, Fourteenth Edition, page 671)—"Ten grains dissolved in an ounce of soft paraffin applied to the skin keeps off gnats and mosquitoes"; and, before this, on page 670—"Liquor thymol, 1 in 800 of warm water; this saturated aqueous solution is antiseptic and antiputrefactive"; while in the "United States Dispensatory," under Thymol, one reads that "in proportion of 1 to 1,000" it is used for dressing unhealthy wounds.

It is easier now to understand the real reason why the plant repels mosquitoes—containing as it does in its oil so very large a proportion (one-third) of such a powerful antiseptic as thymol appears to be, and the further analysis which I believe Dr. Goulding purposes to conduct will be looked forward to with the greatest interest.

I trust that the news of this preliminary investigation will prove as gratifying to Sir George Birdwood and others as it has proved to me—I am, &c.,

H. D. LARYMORE, Major R. A. (retired),  
Political Service, Northern Nigeria.

Junior United Service Club, Charles-street,  
S. W.

P.S.—Lord Cromer's recent able speech on insect pests adds the greater interest to my subject.

## LIMITATION OF SPEED.

Professor W. S. Hole-Shaw lectured on "Travelling at High Speeds" at the Royal Institution last month. The lecturer gave an interesting survey of the history of muscular and mechanical locomotion. Man, he explained, was less endowed with power of locomotion than many of the inferior animals, but the desire for speed was a quality inherent in him. In prehistoric times he depended for his life on speed and the power of locomotion, but as far as his own unaided powers were concerned, man might be considered to have reached the limit of his possibilities. The study of records of twenty-five distances showed that several of them remained unbroken for the past quarter to half a century. Professor Hole-Shaw illustrated by diagrams the details of locomotion in other animals than man, and the differences between animal and artificial locomotion, the three chief obstacles to speed in the former being the rise and fall through space, stopping and starting with each movement of the limbs and intermittent action. High speed by artificial means was becoming more and more a question of stopping and starting rapidly. The lecturer expressed the opinion that, although the advance in speed on the earth, in the air, and on the water was very rapid in recent years, the increase would be much slower in the future.

## THE KNIGHTS BACHELOR.

According to the report for 1910, there are now nearly 400 members of the Society of Knights Bachelor, and this number represents about half the total number of the Degree. It was hoped that the details of the purchase of Clifford's Inn as the permanent home of the Society would have been completed by the New Year, but the difficulties experienced in regard to questions relating to rights of way, light, and air were so great that the Habitation Committee has only just been able to come to a basis of agreement satisfactory to both parties. By the acquisition of Clifford's Inn the Society will be come possessed of an historic landmark which will provide a central meeting place for the Knighthood of the Empire, a library for works relating to Heraldry and the Degree generally, with a hall for entertaining on the walls of which the arms of the various members of the Degree may be inscribed and permanently have a place. To acquire and provide for the upkeep of the premises in a state worthy of the Degree a sum of about £55,000 will be required, and so much favour has the scheme found in Canada that an offer has been received from certain of the Knights of Canada stating their readiness to subscribe half the amount necessary to carry the purchase through if their brother Knights in the other portions of the Empire will provide the remaining half prior to the Coronation. A fund has been opened, therefore, to attain this object.

Among the questions affecting the Degree which have been dealt with during the year is that of the appropriation of the prefix "Sir" in the title of Limited Liability companies, to which objection is taken on the grounds that the title and dignity of a Knight Bachelor are personal, and the registration of the prefix to the name of an individual in some measure renders it perpetual, and that an honour conferred by the Sovereign should not become part and parcel of the name and needs of a company created for the purpose of profit. Representations on the subject are being made to the authorities. As many of the overseas members are expected to be in London for the Coronation festivities, it has been decided to hold a general meeting of the Society in the early part of June. It has been proposed that an annual dinner shall be held, and the date of the first has been provisionally fixed for Tuesday, June 20, by which date it is hoped the Society will be in possession of its own premises.

## SIGHT IN THE MERCHANT NAVY.

Lord Musgrave called attention in the House of Lords last month to the subject of vision tests for masters and mates in the merchant navy. He said candidates for Board of Trade certificates as qualified commanding officers must first undergo a test both for colour and vision. The present method of making the test had raised a storm of hostile criticism. A man might fail a test whose vision for form and colour was quite right, whilst another man who was dangerously colour-blind might obtain his certificate. He criticized the composition of the Departmental committee appointed to consider the question, for there was a suspicion that efforts were being made, not perhaps towards wholesale jettisoning, but towards engineering of a most improper character in order to whitewash the present tests. There was a great deal of indignation in shipping circles in regard to the new form of vision test that was to come into operation in 1914. He moved for a return showing the accidents which were due to defective form vision, and for a statement of the reasons why the Board of Trade had adopted new tests.

Lord Hamilton of Dalzell said he could not enter into a discussion of the merits or demerits of the sight tests. A Departmental Committee was considering them, and when they reported the President of the Board of Trade would deal with the whole matter. This was a highly scientific and technical matter, and the Committee, which was thoroughly representative, had gone into it very carefully. He would consult with the President of the Board of Trade upon the question of laying papers on the table.

Lord Abergavenny thought his noble friend might very well be satisfied that the whole matter was in the hands of an excellent Committee.

The Bishop of Bangor added a few words on the value of a practical test of vision at sea. The motion was withdrawn.

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## STEAMERS

AMERICA MARU, Japanese str., 3,464, A. G. Stevens 26th April—San Francisco 29th March, Canned Goods, Flour and Macaroni.

TOYO KISEN KAISHA  
ATEBAS, British str., 6,693, J. Riley, 29th April—Liverpool 26th Mar. and Singapore 24th April, General—Butterfield & Swire.

EARL OF ELGIN, British str., 2,811, Robertson, 26th April—Philadelphia via Durban 18th Feb., Case Oil—Standard Oil Co.

GERMANY, German str., 1,713, N. Franssen, 1st May—Singapore 24th April, General—Jobson & Co.

GLENSTRAB, British str., 3,054, J. McGillivray, 29th April—Milne 24th April, Coal—Shewan, Tomes & Co.

HALDIS, Norwegian str., 1,055, G. Solberg, 30th April—Bangkok via Swatow 22nd April, Rice and General—Chinese.

HELLAS, Norwegian str., 860, A. Kundiason, 22nd April—General—6th April, Sandalwood—Aagaard, Thorson & Co.

HOPKINS, British str., 1,583, J. M. Hay, 30th April—Wakayama 24th April, Coal—Jardine, Matheson & Co.

KAGOSHIMA MARU, Japanese str., 2,571, Minamigawa, 23rd April—Motoj 22nd April, Coal—Ataki & Co.

KIANG CHING, Chinese str., 1,002, Boissander, 16th April—Chinkiang 12th April, General—Tung Lee.

KIANG PING, Chinese str., 1,222, H. Uddan, 20th April—Chinkiang 15th April, Rail and General—Tung Lee.

KIENSHENG, German str., 646, L. Niljahr, 22nd April—Singapore 14th April, Timber—Johsen & Co.

KUMCHIN, British str., 1,450, J. D. Martin, 23rd April—Saigon 19th April, Rice—Macar.

KUTSANG, British str., 4,830, R. C. D. Bradley, 30th April—Calcutta 15th April, General—Jardine, Matheson & Co.

LIGHTNING, British str., 2,122, E. P. Smith, 26th April—Calcutta 9th April, General—Dasson & Co.

LIMY, British str., 1,235, C. C. Williams, 1st May—Shanghai 27th April, General—Butterfield & Swire.

LIVINGSTONIA, British str., 2,799, W. B. Webb, 27th April—Cardiff—Coal—Dowdell & Co.

LOKSANG, British str., 978, G. H. Bowker, 30th April—Shanghai and Swatow 29th April, General—Jardine, Matheson & Co.

LOONGSANG, British str., 1,093, Leask, 2nd May—Manila 29th April, Sugar and General—Jardine, Matheson & Co.

MACHEW, German str., 93, C. Wolf, 30th April—Bangkok 21st and Swatow 29th April, Rice and Meal—Butterfield & Swire.

MARIE, German str., 1,234, P. E. Christensen, 24th April—Saigon 20th April, Rice and General—Order.

MONTROSS, British str., 2,893, L. Reid, 2nd May—Shanghai 29th April—General—Dowdell & Co.

NAM SANG, British str., 2,501, P. M. B. Lake, 2nd May—Kobe and Motoj 26th April, General—Jardine, Matheson & Co.

ONSAO, British str., 1,737, A. G. Smith, 1st May—Chingwanta 23rd April, Coal—Chinese Engineering & Mining Co.

PETCHARUT, German str., 1,373, C. Gassmann, 28th April—Bangkok 21st and Swatow 29th April, Rice and Meal—Butterfield & Swire.

PITSANULOK, German 1,268, D. Reimers, 30th April—Bangkok 22nd April, Rice—Butterfield & Swire.

PROSPER, Norwegian str., 925, K. Larssen, 29th April—Saigon 27th April, Rice—Aagaard, Thorson & Co.

SELENA, British str., 3,127, Stratton, 1st May—San Francisco, Kerosene Oil—Asiatic Petroleum & Co.

SENEMANGABA, German str., 3,780, H. Eekhoff, 27th April—Tsinctan 22nd April, General—Hamburg—Amisko Linie.

SHANTUNG, British str., 1,339, Robinson, 30th April—Honey 28th April, Coal—Butterfield & Swire.

SHINTSU MARU, Japanese str., 2,930, K. Nagata, 23rd April—Motoj 21st April, Coal—Ataki & Co.

SIAM, British str., 992, Robt. A. Buins, 2nd May—Langkawi 23rd and Singapore 25th April, Kerosene Oil—Asiatic Petroleum & Co.

SINGAN, British str., 1,047, F. Jamieson, 16th April—Hampshire 11th April, Rice and General—Butterfield & Swire.

TAISHUN, Chinese str., 1,216, R. G. Parmenter, 30th April—Shanghai 27th April, General—C. M. S. N. Co.

TENYO MARU, Japanese str., 7,265, E. Bent, 2nd May—San Francisco 5th April, General—Toyo Kisen Kaisha.

TEHJI, Dutch str., 2,953, Jurriansen, 2nd May—Yokohama 12th and Motoj 26th April, General and Coal—Java-China Japan Lijn.

YATSHING, British str., 1,424, S. J. Payne, 28th April—Java and Sumatra 18th April, Sugar—Jardine, Matheson & Co.

YUNNAN, British str., 1,000, J. G. Smith, 1st May—Chingwanta 23rd April, Coal—Ataki & Co.

ZHENGZHOU MARU, Japanese str., 2,000, K. Nagata, 23rd April—Motoj 21st April, Coal—Ataki & Co.

ZHONGHUA MARU, Japanese str., 2,000, K. Nagata, 23rd April—Motoj 21st April, Coal—Ataki & Co.

ZHONGHUA MARU, Japanese str., 2,000, K. Nagata, 23rd April—Motoj 21st April, Coal—Ataki & Co.

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ZHONGHUA MARU, Japanese str., 2,000, K. Nagata, 23rd April—Motoj 21st April, Coal—Ataki & Co.

ZHONGHUA MARU, Japanese str., 2,000, K. Nagata, 23rd April—Motoj 21st April, Coal—Ataki & Co.

ZHONGHUA MARU, Japanese str., 2,000, K. Nagata

## SHIPPING

## ARRIVALS

BURLOW, German str., 5033. H. Formes, 3rd May—Hamburg 23rd March, Mail and General—Melchers & Co.

CHINHUA, British str., 1,555, Cowan, 3rd May—Shanghai 30th April, General—Butterfield & Swire.

DAIGI MARU, Japanese str., 846, H. Murayama, 3rd May—Swatow 2nd May, General—Osaka Shosen Kaisha.

FEINFELD, German str., 8,200, Diederichsen, 3rd May—Hamburg and Singapore 27th April, General—Hamburg-Amerika Linie.

HAITAN, British str., 1,183, J. S. Reach, 3rd May—Foochow, Amoy and Swatow 2nd May, General—Douglas, Inskip & Co.

KWEILIN, British str., 1,073, Puckett, 3rd May—Swatow 2nd May, General—Butterfield & Swire.

LOKSANG, British str., 3rd May—Canton.

LINAN, British str., 3rd May—Canton.

MICHAEL JENSEN, German str., 951, J. Petersen, 3rd May—Moj 27th April, Coal—Jones & Co.

NILE, British str., 4,179, E. F. Dally, R.N.E., 3rd May—London 25th March, General—P. & O. S. N. Co.

PALMA, British str., 4,913, H. W. A. Clark, 3rd May—Shanghai 30th April, General—P. & O. S. N. Co.

PATROCLES, British str., 5,508, A. Braithwaite, 3rd May—Shanghai 30th April, General—Butterfield & Swire.

SULTAN VAN LANGRAAT, Dutch str., 2,293, Lagney, 3rd May—Singapore 27th April, Kerusso Oil—Asiatic Petroleum & Co.

YOSHIZO MARU, Japanese str., 1,654, Toyoda, 3rd May—Moj 26th April, Coal—Osaka Shosen Kaisha.

YUCHOW, British str., 1,836, W. McIntosh, 3rd May—Cheloo 27th April, Bonus—Butterfield & Swire.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE  
3rd May.

Buctow, German str., for Shanghai.

Freinfels, German str., for Shanghai.

Kagoshima Maru, Japanese str., for Takao.

Kuching, British str., for Saigon.

Lightning, British str., for Singapore.

Loksan, British str., for Foochow.

Montrose, British str., for Singapore.

Nile, British str., for Shanghai.

## DEPARTURES

3rd May.

BINGO MARU, Japanese str., for Singapore.

CARL DIEDERICHSSEN, Gov. str., for Keelung.

CHANGSHA, British str., for Australia.

HAIMUN, British str., for Swatow.

INDRAPURA, British str., for Shanghai.

JOHANNE, German str., for Haiphong.

KAIKURO MARU, Japanese str., for Saigon.

KASHING, British str., for Shanghai.

KOHSIUNG, German str., for Swatow.

MAI RICHEMIS, German str., for Dairon.

PRINZ LUDWIG, German str., for Europa, & Co.

SABINE ECKMERS, Dutch str., for Haiphong.

SOSHU MARU, Japanese str., for Swatow.

TRIUMPH, German str., for Hoihow.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

## THE Steamship

## "LIGHTNING."

Captain J. P. Smith, will be despatched for the above Ports TO-DAY, the 4th May, at 1 P.M.

For Freight or Passage, apply to

DAVID SASOON & Co., LTD.

Agents.

Hongkong, 3rd May, 1911. [643]

## "SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

## "FLINTSHIRE."

Captain G. C. Cundy, will be despatched as above about 12th May.

For Freight or Passage, apply to

JARDINE, MATHEWES & Co., LTD.

Agents.

Hongkong, 24th April, 1911. [629]

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

With Liberty to Call at the Malacca Coast.)

## THE Steamship

## "AFGHAN PRINCE."

Captain Thomas, will be despatched for the above Ports on WEDNESDAY, 24th May.

For Freight and Passage, apply to

ARNHOLD, KARBERG & Co.,

General Agents.

Hongkong, 3rd May, 1911. [614]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

## "CHINA."

Capt. Pavissich, will be despatched as above on FRIDAY, 26th MAY.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents.

Princes' Buildings.

Hongkong, 29th April, 1911. [5]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALMA	Brit. str.	—	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.R.	JARDINE, MATHEWES & Co., LTD.	About 12th inst.
LONDON, &c., via USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 13th inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.R.	HAMBURG-AMERIKA LINIE	About 17th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRIGITTA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 6th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN	Ger. str.	k. w.	Warner	HAMBURG-AMERIKA LINIE	On 26th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARCADIA	Ger. str.	k. w.	Schwinghamer	HAMBURG-AMERIKA LINIE	On 1st June.
COPENHAGEN & BALTIQUE PORTS	PEKING	Swd. str.	—	Olof Wijn, Co., LTD.	About beginning of June	
HAVRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	k. w.	Rosan	HAMBURG-AMERIKA LINIE	On 9th inst.
HAVRE, HAMBURG VIA STRAITS, &c.	FREINFELS	Ger. str.	k. w.	Diedrichson	HAMBURG-AMERIKA LINIE	On 9th June.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	AEI MARU	Jan. str.	k. w.	K. Homma	NIPPON YUSEN KAISHA	On 10th inst., at D'light
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jan. str.	k. w.	A. E. Moses	NIPPON YUSEN KAISHA	On 30th inst.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	BAVIER	Jan. str.	k. w.	Brehmer	NIPPON YUSEN KAISHA	On 7th June, at D'light
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jan. str.	k. w.	M. Hagiwo	SANDER, WIELER & Co.	On 25th inst.
NEW YORK	CHINA	Brit. str.	—	Pavissich	SANDER, WIELER & Co.	About 4th inst.
MONROVIA	MONROVIA	Brit. str.	—	—	DODWELL & CO., LTD.	On 24th inst.
BOSTON & NEW YORK	AFGHAN PRINCE	Am. str.	—	—	ARNHOLD, KARBERG & Co., LTD.	About 11th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MUNCASTER	Brit. str.	1 m.	W. Davison	DODWELL & CO., LTD.	On 20th inst., at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	CASTLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 23rd June, at Noon
MONTEAGLE	EMPERESS OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 16th inst., at D'light
TACOMA MARU	—	Jan. str.	—	—	OSAKA SHOSEN KAISHA	On 23rd inst., at 4 P.M.
AWA MARU	—	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 20th June, at 4 P.M.
IKADA MARU	—	Jan. str.	—	—	—	On 6th inst.
SUVERIC	—	Brit. str.	—	—	THE BUN LINE, LIMITED	On 9th inst.
AMERICA MARU	—	Jan. str.	—	—	TOYO KISEN KAISHA	On 9th inst., at 1 P.M.
PERSIA	—	Brit. str.	—	—	PACIFIC MAIL S.S. CO.	On 27th inst., at 1 P.M.
KOREA	—	Am. str.	—	—	THE BUN LINE, LIMITED	On 12th inst.
KATANGA	—	Brit. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 12th inst., at Noon.
EVIGA	—	Nor. str.	—	Elvind Meyer	NIPPON YUSEN KAISHA	On 20th inst., at D'light
KUNIMARU	—	Jan. str.	—	M. Winckler	MELCHEM & CO.	On 9th June, at Noon.
SIGISMUND	—	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
YAWATA MARU	—	Jan. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
ATSUO MARU	—	Jan. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 17th June, at 1 P.M.
YAWATA MARU	—	Jan. str.	—	Wm. Thompson	TOYO KISEN KAISHA	Quick despatch
HONGKONG MARU	—	Jan. str.	—	—	PACIFIC MAIL S.S. CO.	On 8th inst., at 4 P.M.
TOKEI	—	Brit. str.	—	—	THE BUN LINE, LIMITED	On 10th inst., at 4 P.M.
KWANGA	—	Brit. str.	1 m.	—	PORTLAND & ASIATIC S.S. CO.	On 10th inst., at 4 P.M.
KECHINGSHING	—	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
NILE	—	Brit. str.	—	—	MELCHEM & CO.	On 9th June, at Noon.
LOKSANG	—	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
LINAN	—	Brit. str.	—	—	TOYO KISEN KAISHA	On 10th inst., at Noon.
KUTSANG	—	Brit. str.	—	—	JAYA-CHINA-JAPAN LIJN	On 17th June, at 1 P.M.
FREINFELS	—	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
PESHAUER	—	Brit. str.	—	—	JARDINE, MATHEWES & CO., LTD.	On 10th inst., at 4 P.M.
HAKATA MARU	—	Jan. str.	—	E. W. Braco	P. & O. S. N. CO.	On 10th inst., at 4 P.M.
DEVANHA	—	Brit. str.	—	A. Mooker	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
SHANGHAI via SWATOW	—	Brit. str.	—	H. Powell	P. & O. S. N. CO.	On 16th inst.
SHANGHAI	—	Brit. str.	—	—	—	On 18th inst.
SHANGHAI, KOBE & MOJI	—	Brit. str.	—	—	—	On 6th inst.
BANGHAI, KOBE & YOKOHAMA	—	Brit. str.	—	—	—	On 7th inst.
SHANGHAI, MOJI & YOKOHAMA	—	Brit. str.	—	—	—	On 10th inst.
SHANGHAI, MOJI & KOBE	—	Brit. str.	—	—	—	On 13th inst.
SHANGHAI, YOKOHAMA & KOBE	—	Brit. str.	—	—	—	On 16th inst.
SHANGHAI, YOKOHAMA & KOREA	—	Brit. str.	—	—	—	On 18th inst.
SHANGHAI, YOKOHAMA & KOREA	—	Brit. str.	—	—	—	On 25th inst.
SHANGHAI, YOKOHAMA & KOREA	—</td					



**18 CARAT GENUINE ROLLED  
GOLD JEWELLERIES**  
OF  
MESSRS. RODI & WIENENBERGER A.G., PFORZHEIM,  
(GERMANY).

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THE GOODS ARE WARRANTED TO KEEP FOR 10 YEARS.  
Sole Representative for China:

**HUGO C. A. FROMM,**  
TELEPHONE 960. 4. QUEEN'S BUILDING, TOP FLOOR.

51-1

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that the Parcel Mails for the British Post Offices in Shanghai and Hankow placed on board the S.S. *Asa* have been lost in the wreck.

The *Chien* with the Siberian Mail, is expected to arrive here on Sunday, the 7th instant, at daylight.

FOR	PER	DATE
Shanghai, Moji, Kobo and Yokohama	Thursday	4th, 9.00 A.M.
Swatow and Shanghai	4th	11.00 A.M.
Singapore	Thursday	4th, 11.00 A.M.
Shanghai, Kobo and Yokohama	Thursday	4th, NOON
Singapore, Penang and Calcutta	Thursday	4th, 1.00 P.M.
Macau	Thursday	4th, 1.15 P.M.
Shanghai	Thursday	4th, 3.00 P.M.
Bangkok	Thursday	4th, 5.00 P.M.
Foochow	Thursday	4th, 5.00 P.M.
Heilow, Singapore and Bangkok	Thursday	4th, 5.00 P.M.
Swatow, Amoy and Foochow	Friday	5th, 10.00 A.M.
Shanghai, Kobo and Moji	Friday	5th, 11.00 A.M.
Printed Matter and Samples	Friday	10.00 A.M.
Registration	10.15 A.M.	(Registration with late fee of 10 cents, up to 11.00 A.M.)
Registration	10.30 A.M.	No late fee.
Letters	11.00 A.M.	No late fee.
Loongkong	Sunday	7th, 9.00 A.M.
Sui Tai	Sunday	7th, 9.00 A.M.
Singapore	Monday	8th, 11.00 A.M.
Kuching	Monday	8th, 3.00 P.M.
Chong and Nanchang	Monday	8th, 5.00 P.M.
Tientsin	Tuesday	9th, 10.00 A.M.
Swatow, Amoy and Foochow	Tuesday	9th, 10.00 A.M.
Europe, &c., India via TUTICORIN	Sunday	7th, 9.00 A.M.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Registration	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration	10.45 A.M.
Europe, &c., India via TUTICORIN	Letters	11.00 A.M.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Registration	10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Registration	10.45 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Letters	11.00 A.M.
The Parcel mail will be closed on Friday, the 12th inst., at 5 p.m.	Letters	11.00 A.M.
Manila, Cebu and Illoilo	Wednesday	10th, 10.00 A.M.
Nagasaki, Kobo and Yokohama	Wednesday	10th, 11.00 A.M.
Manila, Cebu and Illoilo	Wednesday	10th, 3.00 P.M.
Europe, &c., India via TUTICORIN	Saturday	13th, 10.00 A.M.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Printed Matter and Samples	11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration	10.00 A.M.
The Parcel mail will be closed on Friday, the 12th inst., at 5 p.m.	Registration	10.45 A.M.
Manila, Cebu and Illoilo	Letters	11.00 A.M.
Europe, &c., India via TUTICORIN	Letters	11.00 A.M.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Registration	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration	10.45 A.M.
Europe, &c., India via TUTICORIN	Letters	11.00 A.M.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Registration	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Letters	11.00 A.M.
Europe, &c., India via TUTICORIN	Letters	11.00 A.M.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Registration	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration	10.45 A.M.
Europe, &c., India via TUTICORIN	Letters	11.00 A.M.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Registration	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Letters	11.00 A.M.
Shanghai, Nagasaki, Kobo, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE	Letters	11.00 A.M.
Empress of Japan	Letters	5.00 P.M.

**MONY LETTERS**—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected **WILL MAKE NO ENQUIRIES** into alleged losses of such (Postal Guide 121).

25 Miles for **CANTON**, **WUCHOW** and **SAMSHUI** will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.

A Mail for **MACAO** is despatched per s.s. **Sui An** on week-days at 7.15 a.m., on Sundays the mail for **Macao** is closed at 8 a.m.

Mails for **NAMTAU** and **SUANAU** are closed every week-day at 6 p.m.

Full Details and Particulars of any of the above-mentioned Machinery. Apply to:

**W. H. ALLEN, SON & CO., LTD.,**  
QUEEN'S ENGINEERING WORKS, BEDFORD,  
ENGLAND.

MANUFACTURERS OF:—

A—Centrifugal Pumps (including Turbine Pumps) driven by Steam-Engines, Electric Motors or by Belt.

B—Condensing Plants of the Surface and Jet Character Driven by Steam-Engines, Electric Motors or in any other manner.

C—Steam-Engines of the Open and Enclosed Type for Electric Lighting, Transmission of Power or for Driving by Belt.

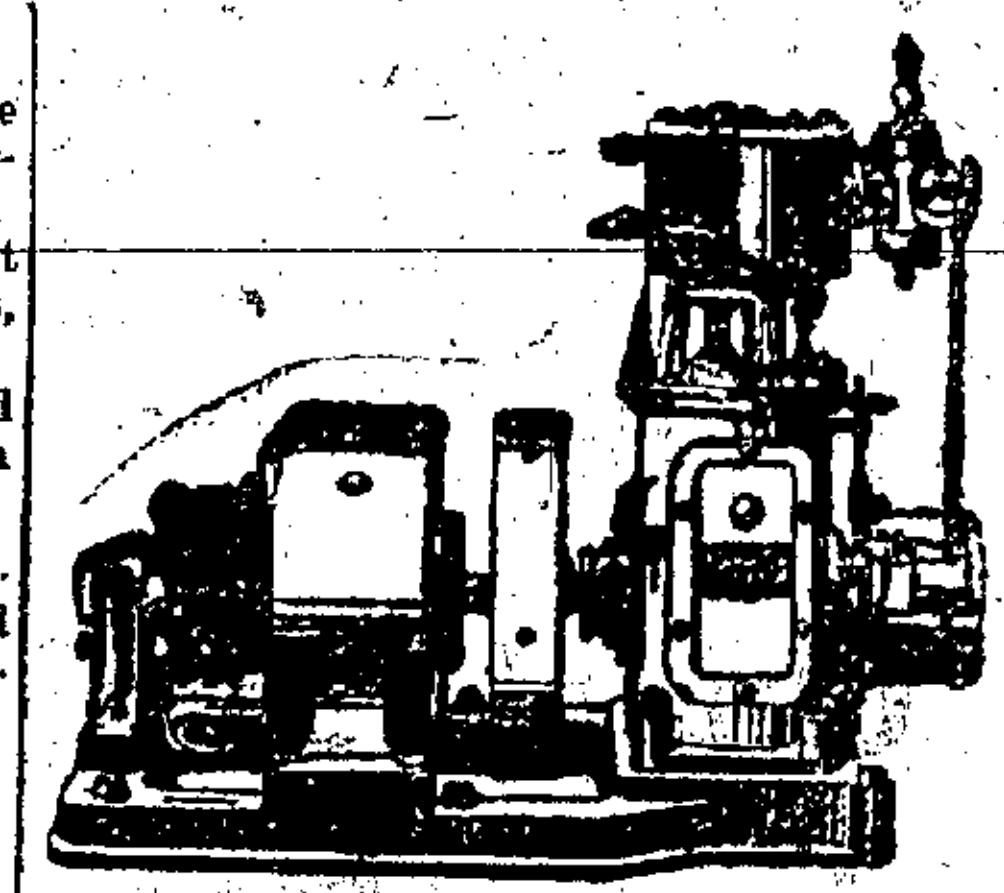
D—Continuous Current Dynamos and Motors.

E—Centrifugal Fans for Forced or Induced Draft Driven by Steam-Engines, Electric Motors or by Belt.

F—Allen Vertical Enclosed Air Compressors.

G—Vertical Oil Engines.

H—“Allen-Picard, Pletot” Water Turbines.



Full Details and Particulars of any of the above-mentioned Machinery.

Apply to:

**WILLIAM C. JACK & CO., LTD.,**

AGENTS.

14, DES VIEUX ROAD CENTRAL, HONGKONG.

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

May 3rd.

ON LONDON:—  
Telegraphic Transfer ..... 1/93  
Bank Bills, on demand ..... 1/94  
Bank Bills, at 30 days sight ..... 1/94  
Bank Bills, at 4 months' sight ..... 1/94  
Credits, at 4 months' sight ..... 1/101  
Documentary Bills 4 months' sight/1/101

ON PARIS:—  
Bank Bills, on demand ..... 230  
Credits, at 4 months' sight ..... 234

ON GERMANY:—  
On demand ..... 1852

ON NEW YORK:—  
Bank Bills, on demand ..... 441  
Credits, at 60 days' sight ..... 452

ON BOMBAY:—  
Telegraphic Transfer ..... 1352  
Bank, on demand ..... 1352

ON CALCUTTA:—  
Telegraphic Transfer ..... 1352  
Bank, on demand ..... 1352

ON SHANGHAI:—  
Bank, at sight ..... 743  
Private, 30 days sight ..... 756

ON YOKOHAMA:—On demand ..... 89

ON SINGAPORE:—On demand ..... 771

ON BATAVIA:—On demand ..... 1084

ON HAIKONG:—On demand ..... 14 1/2 pm.

ON SAIGON:—On demand ..... 1 1/2 pm.

ON BANGKOK:—On demand ..... 85

SOVEREIGN, Bank's Buying Rate ..... \$10.95

GOLD LEAF, 100 fine, per tael ..... \$57.10

BAR SILVER, per oz. ..... 243d.

SUBSIDARY COINS, per cent.

Chinese ..... 20 cents pieces ..... 66.90 discount

Chinese ..... 10 " ..... 87.25

Hongkong ..... 20 " ..... 86.72 "

Hongkong ..... 10 " ..... 86.95 "

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**Bouton Rouge**

and **Felucca**

A LUXURY TO  
THE MAN  
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



**THE NESTLÉ & ANGLO-SWISS  
CONDENSED MILK CO.**

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above  
Company is the

**Milkmaid**  
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GUARANTEED  
FULL CREAM.

LARGEST SALE  
IN THE  
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PRICE:  
20 Cents Per Tin.  
\$2.30 ..... Per Doz. Tins.  
\$9.00 ..... Per Case of 4 Doz. Tins.  
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HONGKONG TIDE TABLE.

From May 4th to 10th, 1911.

High Water. Low Water.

Days of Week. Days of Month.

Barometer. Temperature. Humidity. Wind Direction. Forecast.

Weather. Rain. Highest open air Temperature on 2nd. Lowest open air Temperature on 2nd.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

For Demand Drafts on London on the day of

or preceding the departure of the English

Mail; also Table of the Yearly

Approximate Averages for 36 years

From 1874 to 1909.